

# FLYING



ISSUE 962

# SANDPOINT, IDAHO (KSZT) RNAV (GPS) Y RWY 2

Reaching the mountain region airport offers unique approach path

JASON BLAIR

**WHETHER YOU** are headed to Sandpoint, Idaho, in the summer for some hiking, boating, fishing, or camping, or

the winter for nearby ski resorts, getting into this mountain-airport can take a pilot on an interesting approach path.

## A. TERRAIN MEANS TURNS

Unlike many flatland approaches, this approach is rife with obstacles. This means that the approach was designed to navigate between things, not just over them. If you utilize the IAF at either MUNFO or CRUCH to the INOBE intermediate fix (IF), the pilot will then follow a 006-degree track to CHIRK, then a 007-degree track (admittedly a small change), but then turn to a 034-degree track at HAGOVE to ZUXIS and to the MAP at AKOBE.

## B. FINAL APPROACH COURSE OFFSET

While still technically a "straight-in" approach, a note does indicate that the "final approach course offset 15.85 [degrees]." A pilot should be ready to look out the left side of the aircraft's windscreen as they proceed

toward the missed approach point at AKOBE to determine if they have broken out and will be able to land.

## C. NO CIRCLING TO THE WEST

A note in the top left box indicates "Circling NA west of Rwy 2-20," which means a pilot would enter left traffic, to the east of the runway, if they were going to circle to land on Runway 20 instead of Runway 2. The terrain to the west is the obvious reason for this requirement.

## D. MORE TURNS ON THE MISSED

The published missed approach, if needed, isn't a straightforward process in this case. A pilot will need to execute a climb to 3,900 feet, then a climbing right turn to 9,000 feet direct to the RNDDY waypoint, where they will enter a hold. If they

have not reached 9,000 feet by the time they get to RNDDY, they will continue to climb while in the hold. This missed approach sets a pilot up to potentially transition from RNDDY on a 230-degree track to MABSE and then to CRUCH, where the approach could be flown again from that point as an IAF.

## E. CLIMB PERFORMANCE MATTERS ON THE MISSED

A note in the missed approach description indicates that the "missed approach requires a minimum climb of 310 feet per nm to 8,100; if unable to meet climb gradient, see RNAV (GPS)-B." This is an indication of a couple of things. To fly this missed approach and safely remain clear of obstacles, meeting this climb gradient will be required. If your aircraft doesn't have the power to

do this at these elevations, this isn't the approach for you. You can determine if your aircraft can meet this performance requirement using the "Instrument Take-off or Approach Procedure Charts Rate of Climb/Descent Table" and correlate your expected ground speed and the required feet per nautical mile requirement to determine the required "feet per minute" that will be required. Using the performance charts in the AFM/POH enables you to determine if your aircraft can meet or exceed the requirement at a given altitude. The second part of this is an indication that another option exists, such as the RNAV (GPS)-B at this airport, which would have different procedures that might allow a less powerful aircraft to still fly an approach.

Jason Blair is a flight instructor, FAA examiner, and author in the general aviation and training communities.

SANDPOINT, IDAHO

AL-9140 (FAA)

25163

APP CRS	Rwy Ldg	<b>5501</b>
<b>034°</b>	TDZE	<b>2131</b>
	Apt Elev	<b>2131</b>

# RNAV (GPS) Y RWY 2

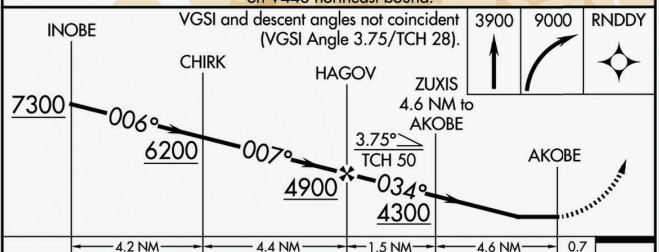
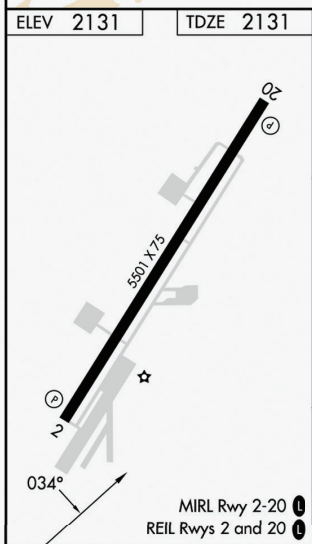
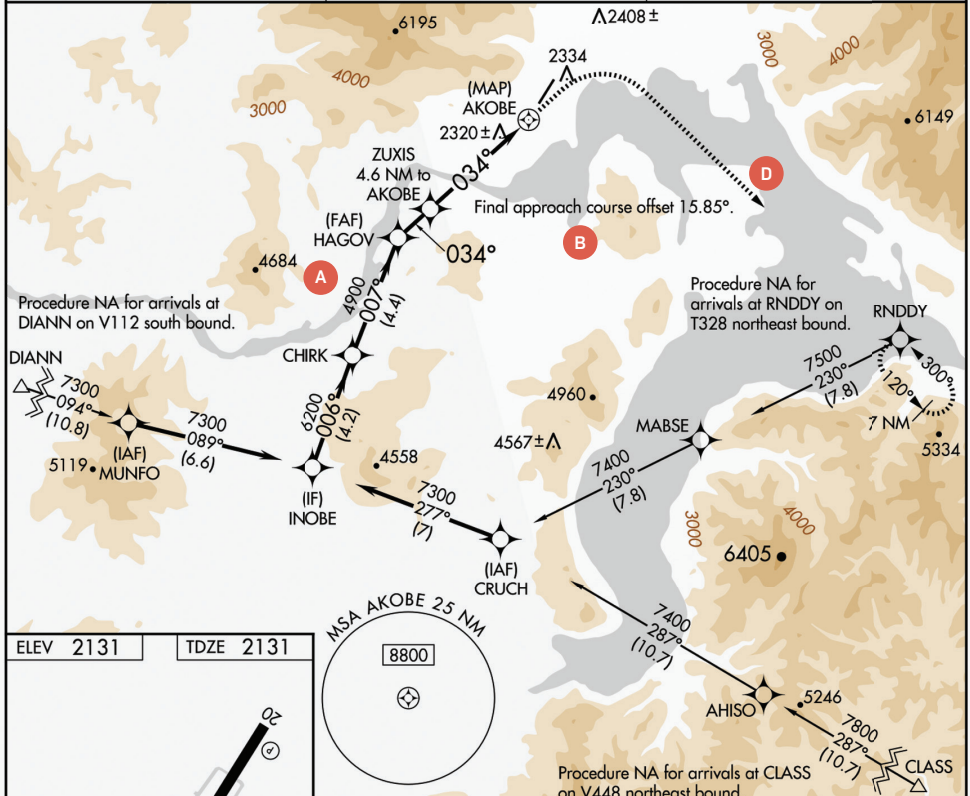
SANDPOINT (SZT)

RNP APCH - GPS.

**C** Circling NA west of Rwy 2-20. Straight-in Rwy 2 NA at night, Circling Rwy 2 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3900 then climbing right turn to 9000 direct RNDY and hold, continue climb-in-hold to 9000.  
 \*Missed approach requires minimum climb of 310 feet per NM to 8100; If unable to meet climb gradient, see RNAV (GPS)-B.

AWOS-2 <b>135.425</b>	SEATTLE CENTER <b>123.95 290.55</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LNVA MDA*	3560-1¼ 1429 (1500-1¼)	3560-1½ 1429 (1500-1½)	3560-3 1429 (1500-3)	NA
CIRCLING	3560-1¼ 1429 (1500-1¼)	3560-1½ 1429 (1500-1½)	3560-3 1429 (1500-3)	NA

SANDPOINT, IDAHO  
 Orig 11JUL24

48°18'N-116°34'W

# RNAV (GPS) Y RWY 2

NW-1, 12 JUN 2025 to 10 JUL 2025